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Title: Regarding passing away of Shri T. Balakrishnaiah, member 5th & 6th Lok Sabha and Shri Jagdish Prasad Mathur, member 6th Lok Sabha on 26.07.07 and 04.08.07 respectively.

MR. SPEAKER: Hon. Members, I have to inform the House of the sad demise of two of our former colleagues, Shri T. Balakrishnaiah and Shri Jagdish Prasad Mathur.

Shri T. Balakrishnaiah was a Member of Fifth and Sixth Lok Sabhas, from 1971 to 1979, representing Tirupati parliamentary constituency of Andhra Pradesh.

Earlier, Shri Balakrishnaiah was a member of the Andhra Pradesh Legislative Assembly from 1962 to 1967 and was member of several Committees of the Legislative Assembly.

An able parliamentarian, Shri Balakrishnaiah was a member of the Public Accounts Committee; Select Committees on Advocates (Amendment) Bill and Code of Civil Procedure (Amendment) Bill during Fifth Lok Sabha. He was member of Committee of the Welfare of Scheduled Castes and Scheduled Tribes and Committee on Absence of Members during the Sixth Lok Sabha.

Shri Balakrishnaiah was a well-known social worker. He worked for uplift of down-trodden and marginalised sections of the society. He was a member of the Senate of Shri Venkateshwara University, Tirupati. He was also a member of Zonal Railway Users Consultative Committee, Southern Railways.

Shri T. Balakrishnaiah passed away on 26th July, 2007 at Chittoor, Andhra Pradesh at the age of 79.

Shri Jagdish Prasad Mathur was a Member of the Sixth Lok Sabha, from 1977 to 1979, representing Sikar parliamentary constituency.

Earlier, Shri Mathur was a member of the Rajasthan Legislative Assembly from 1957 to 1962. Shri Mathur was also a Member of the Rajya Sabha from 1970 to 1976, representing the State of Rajasthan.

An advocate by profession, Shri Mathur was an active social and political worker. A devoted parliamentarian, he actively participated in the proceedings of the House.

Shri Jagdish Prasad Mathur passed away on 4th August, 2007 at Ajmer, Rajasthan at the age of 79, after a brief illness.

We deeply mourn the loss of these friends and I am sure the House would join me in conveying our condolences to the bereaved families.

The House may now stand in silence for a short while as a mark of respect to the memory of the departed.

11.03 hrs.

The Members then stood in silence for a short while.

...(*Interruptions*)

MR. SPEAKER: Nothing will be allowed until the Question House is over.

*(Interruptions)**

श्री रामजीलाल सुमन (फ़िरोज़ाबाद) : अध्यक्ष महोदय, कल से आगरा जल रहा है...(व्यवधान)

श्री देवेन्द्र प्रसाद यादव (झंझारपुर) : अध्यक्ष जी, हम कल से रिक्वैस्ट कर रहे हैं, हमने नोटिस भी दिया है...(व्यवधान)

MR. SPEAKER: Please see that you have to wait till 12.00 noon. That is my earnest request to everybody.

...(*Interruptions*)

MR. SPEAKER: My earnest request to every hon. Member is to please wait till the Question Hour is over.

...(*Interruptions*)

MR. SPEAKER: I will do that. Do not compel me to do anything.

...(*Interruptions*)

MR. SPEAKER: Do not try to be more patriotic than everybody else.

...(*Interruptions*)

MR. SPEAKER: I will do that at a proper time. You have to depend on the Speaker.

...(*Interruptions*)[s1]

MR. SPEAKER: I have to start the day with a very painful decision. Shri Ram Kripal Yadav, you are also deserving that.

...(*Interruptions*)

अध्यक्ष महोदय : आप लोग बैठ जाइए।

â€¦(व्यवधान)

अध्यक्ष महोदय : स्पीकर के साथ लेन-देन नहीं होता है।

â€¦(व्यवधान)

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*Not recorded.

MR. SPEAKER: This is Question Hour. You are sufficiently long here to know what Question Hour is.

...(*Interruptions*)

MR. SPEAKER: You have unnecessarily wasted six minutes.

(Q. No. 241)[s2]

प्रो. प्रेम कुमार धूमल : अध्यक्ष महोदय, रेल मंत्री जी मई 2006 में शिमला गए थे और वहां प्रदेश के अधिकारियों के साथ बैठ कर तय हुआ था कि हिमाचल प्रदेश में पर्यटन को विकसित करने के लिए रेलवे की तरफ से पूरा सहयोग दिया जाएगा। उसके तहत ही, चंड़ीगढ़, दिल्ली और जालंधर में टूरिस्ट इंफार्मेशन सेंटर्स खोलने का वायदा किया गया था तथा शिमला रेलवे स्टेशन को अपग्रेड करने के लिए कहा गया था। मैं माननीय मंत्री जी से पूछना चाहता हूं कि इस दिशा में क्या कदम उठाए गए हैं?

SHRI R. VELU: Sir, the Question is about tourism in Himachal Pradesh. The hon. Member wants to know about the upgradation of Shimla and Jallandhar railway stations. Now every year, we are including works programme and classify them; and with reference to the classification, we upgrade them to requirement. In all the headquarters, whether it is Zonal Headquarters or a junction, we provide all facilities to the tourists, maybe, in the form of a Rest Room, Retiring Room or such facilities.

Specifically for Jallandhar and Shimla, I will furnish the details of what has been allotted and what has been given, to the hon. Member.

MR. SPEAKER: Please put your second supplementary. Please restrict to your main Question.

प्रो. प्रेम कुमार धूमल : अध्यक्ष महोदय, जो स्टेटमैंट ले की गई है, उसमें कहा गया है कि बहुत सारे प्रदेशों में, जैसे पैलेस ऑन व्हील्स, हैरीटेज ऑन व्हील्स, फेयरी क्वीन, डेक्कन ओडिसी इत्यादि विशेष ट्रेंस चलाई जाती हैं, ताकि वहां पर्यटन को विकसित किया जा सके। मैं माननीय मंत्री जी से पूछना चाहता हूं कि क्या हिमाचल प्रदेश में भी इसी प्रकार की कोई विशेष ट्रेन पठानकोट से जोगिन्दर नगर और कालका से शिमला तक चलाई जाएगी?

MR. SPEAKER: Do you have any such proposal?

SHRI R. VELU: Sir, the Question is about promotion of tourism in Himachal Pradesh. The Himachal Pradesh Government has not sent so far a proposal for introduction of either a luxurious tourist train or, for that matter, any tourist packages. However, the Indian Railway Catering and Tourism Corporation, which is an extended army of our Railways, has proposed about three itineraries wherein we cover Barog, Shimla, Shilon Bagh, etc. These will be 2-nights-and-3-days or 4-nights-

and-5-days itineraries or like that. According to the package, the tariffs are worked out.[s3]

Accordingly, the packages are being worked out. They will all become operational from 13 September and 14 September respectively, and it will be more convenient for the tourists. They can entrain on Friday night and come back on Sunday night or entrain on Thursday night and come back on Saturday night. It is partly covered by train and partly covered by luxury buses, and there are also good hotels and many places for sight-seeing. Everything is taken care of by these packages. Therefore, we are taking care of the Himachal tourism.

As regards the Narrow Gauge, it has been examined earlier whether to convert it into Broad Gauge, and we found that minus 24 is the rate of return. We have noted that the Pathankot-Joginder Nagar -- which also has the Kangra valley -- is also a very scenic place and an important tourist spot, etc. This point is understood, but it is a Narrow Gauge line with high density, etc. What will happen to about Rs. 1,300 crore that would be invested in it? Therefore, at present, this is not being examined by the Railways.

SHRI N.S.V. CHITTHAN : Thank you Mr. Speaker, Sir. The South of Tamil Nadu, though economically backward, has got vast tourist potentiality. Kodaikanal, Madurai, Thekkady, Rameshwaram and Kanyakumari are some of the tourist spots, which attract lakhs and lakhs of domestic and international tourists.

MR. SPEAKER: The trouble is that he knows everything.

SHRI N.S.V. CHITTHAN : Yes, Sir. At present, there is no proper and enough infrastructure in the Railways. I have learnt that there is a proposal pending with the Planning Commission for laying additional Railway track between Villupuram and Dindigul. At present, there is only one Railway track between these two stations.

MR. SPEAKER: This Question is regarding tour packages.

SHRI N.S.V. CHITTHAN : I am coming to the point. This track is already working at more than 100 per cent. I would like to request the hon. Minister Shri R. Velu, who is always helpful and sympathetic towards ...(*Interruptions*)

MR. SPEAKER: Are you not asking the Question from the Cabinet Minister?

SHRI N.S.V. CHITTHAN : I am asking it to the Minister of State.

MR. SPEAKER: So, you choose your Minister also!

SHRI N.S.V. CHITTHAN : Yes, Sir. I would request him to take urgent and needy steps to get this project of doubling between Villupuram and Dindigul cleared and funds allotted at the very next opportunity.

MR. SPEAKER: It is rejected as it is not a relevant Question.

...(*Interruptions*)

MR. SPEAKER: No, you may have an arrangement with the Minister, but I will not allow it.

...(*Interruptions*)

MR. SPEAKER: You must learn how to put questions.

...(*Interruptions*)

SHRI N.N. KRISHNADAS : Thank you, Sir. All the hon. Members are well aware that Kerala has its importance with regard to tourism, especially, heritage tourism, eco-tourism in the backwaters, coastal areas, hilly areas, etc.

MR. SPEAKER: Please put your Question.

SHRI N.N. KRISHNADAS : Will the hon. Railway Minister consider starting a Heritage Wheel throughout Kerala starting from Chennai to Kanyakumari *via* Palghat, Kumarakom and other important areas for backwaters up to Kanyakumari *via* Salem also? Will the Ministry consider this tour package for the important tourist centres in Kerala starting from Chennai?

MR. SPEAKER: You need not repeat your Question. Hon. Minister, you could say 'Yes' or 'No'.

SHRI R. VELU : Sir, as regards Kerala, there is no denying the fact that these are very attractive tourist places with backwaters at Kumarakom, etc. I agree with it, but you must now get back to the State Government. They should initiate a proposal, and send it to the Railway Board. We will definitely consider it with reference to the financial and operational

viability, and do it. But even without waiting for that, the Southern Railway has now already started a package of the Sun, Sand and Sea in South in the backwaters of Kerala covering Chennai, Alleppey, Kumarakom, Ernakulam, Chennai for three days and four nights. ...(*Interruptions*)

MR. SPEAKER: Please do not respond to it as I have not allowed it.

SHRI R. VELU : Rajasthan, Andhra Pradesh, Punjab, Madhya Pradesh, etc. have all sent some proposals. Let Kerala also come forward and initiate a proposal to have a heritage train. Definitely, we will consider it with reference to the financial and operational viability.[r4]

श्री शैलेन्द्र कुमार : मैं आपके माध्यम से, माननीय रेल मंत्री, लालू प्रसाद जी यहां बैठे हैं उन से पूछना चाहता हूं कि पर्यटन को बढ़ावा देने के लिए जहां विश्वस्तर पर मॉडल स्टेशन बनाने का प्रस्ताव है, इलाहाबाद आजादी का केन्द्रबिन्दु रहा है, जहां संगम में हजारों तीर्थयात्री और सैलानी देश-विदेश से आते हैं, वहां स्वराज्य भवन भी है, अकबर का किला और अन्य पर्यटन स्थल भी हैं, मैं जानना चाहता हूं कि क्या विश्वस्तर के मॉडल स्टेशनों में इलाहाबाद को शामिल करके वहां अच्छी-अच्छी गाड़ियों का ठहराव करेंगे ताकि पर्यटन को बढ़ावा मिल सके, ऐसी व्यवस्था करेंगे?

MR. SPEAKER: The question is whether any proposal has come from the State Governments. That is the main question.

श्री शैलेन्द्र कुमार : मॉडल स्टेशन का निर्णय, राज्य सरकार ने नहीं, मंत्री जी ने किया है, राज्य सरकार प्रस्ताव करती है।

SHRI R. VELU: This is related to tourism package, and he is talking about model stations.

MR. SPEAKER: What can I do if there is no relevant supplementary.

(Q. No. 242)

MR. SPEAKER: Shri Rasheed Masood – not present. Shri Subhash Sureshchandra Deshmukh.

...(*Interruptions*)

MR. SPEAKER: Hon. Member, you are losing your subsequent opportunity. If you interrupt, you will lose your opportunity.

...(*Interruptions*)

MR. SPEAKER: All sorts of disturbances are being created.

Shri Subhash Sureshchandra Deshmukh.

*SHRI SUBHASH SURESHCHANDRA DESHMUKH : Sir, there are proposals to set up 92 hotels at various locations through Railway Land Development Authority. Further, 100 locations have been identified. At Solapur there is about 50 hectares of land. Will this land be handed over to Railway Land Development Authority for development and Solapur Yatri Nivas be constructed there?

SHRI R. VELU: Sir, the Railway Land Development Authority came into existence only to see how the vacant lands can be commercially exploited. Accordingly, 92 sites have been identified and given to the Railway Land Development Authority without necessarily going into the aspect of whether that can be put to alternative use or used for commercial purposes. Consultants will be appointed and they will go into the whole question of its viability, etc., and then take a decision as to what is to be done, that is, whether it should be leased, or whether there should be a joint venture or the PPP route should be taken, etc. Regarding the pointed question about Sholapur, it will have to be examined as to whether it can be put to such use.

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*English Translation of the speech originally delivered in Marathi.

*SHRI SUBHASH SURESHCHANDRA DESHMUKH (SHOLAPUR): Sir, metre-gauge Solapur-Bijapur section has been closed down. This land is in possession of South Central Railway. It does not come under the purview of Solapur division. The encroachment on the land is increasing. Will this land be handed over to Railway Land Development Authority for development?

SHRI R. VELU: The Land Development Authority will not be laying track, etc., etc., whereas eviction, etc., will be done by the Zonal Railway. The Land Development Authority will have no business in that because they only develop the sites.

Regarding encroachment, etc., we will definitely take action to remove the encroachment, whether it is soft or hard encroachment because this issue has gone up to the Supreme Court level. The Supreme Court said that the Railways are competent to remove the encroachments. The suggestion of the hon. Member is welcome in this regard. We will get all those encroachments removed.

SHRI ABDULLAKUTTY : Sir, there are acres of land under Railways in India. Some lands are located in the heart of the cities. Though Railway Wasteland Authority has been formed, no further action has been taken to use these wastelands. In my constituency, Cannanore, Railways has 54 acres of land. [r5] Out of this, wasteland constitutes 20 acres. Being a Member of Parliament, I have submitted a full-fledged project which includes administrative block, flats, hotels and car parking facility, shopping mall and other passenger amenities. I would like to know whether the Railways would accept this project.

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*English Translation of the speech originally delivered in Marathi.

SHRI R. VELU: First of all, we do not have a Railway Wasteland Development Authority; we have Railway Land Development Authority. The hon. Member is suggesting some kind of a project for utilizing these wastelands. After getting it examined, I will get back to the Member to say whether it is feasible or not.

SHRI RAVICHANDRAN SIPPIPARAI : Madurai and Srivilliputhur are some important cultural towns in South Tamil Nadu. In this connection, I would like to know from the hon. Minister whether the Government has identified any railway vacant lands in Madurai Division for commercial use and, if so, the details thereof.

MR. SPEAKER: This is not the way – everyone is asking about his constituency.

SHRI R. VELU: In Madurai, we already have budget hotels.

MR. SPEAKER: In Madurai, you are interested.

SHRI R. VELU: In Madurai, we will be having budget hotels. Similarly, in the course of time, it may be examined. Of course, in Rameswaram, Kanyakumari and in all other places, we already proposed budget hotels.

SHRI PRABODH PANDA : The Minister is aware of the fact that in South Eastern Railway, Kharagpur is one of the largest railway stations, which is having a huge tract of land there. Why has Kharagpur been not identified by the Railways for using this land for commercial operations?

MR. SPEAKER: If every hon. Member asks about his constituency, the Minister will say that he will look into it.

SHRI R. VELU: The hon. Member knows very well that I had visited that area, and I had perambulated that entire area along with him. It has been found that some land has been earmarked for shops; some land has been given to cooperative societies, to some schools, and land has also been given for religious purposes.

Coming to the question of using the land for commercial exploitation, we will have to see if it is necessary to have that land with reference to traffic potential because it is exploited only with reference to the traffic potential. If such a potential is there, we will definitely get it examined, and the land will be utilized for that purpose.

MR. SPEAKER: Q. 243 – Shri Subhash Maharia – not present; Shri Kishanbhai V. Patel – not present.

Q. 244 – Dr. Laxminarayan Pandey – not present; Shri Dharmendra Pradhan – not present.

Q. 245 – Ch. Munwar Hassan – not present.

Q. 246 – Shri Narhari Mahato.

(Q. No. 246)

SHRI NARHARI MAHATO : The Government has already given the 'in principle' approval for setting up the new Greenfield Airports at Mopa in Goa and Navi Mumbai in Maharashtra through PPP model. I would like to know whether the Government will give 'in principle' approval for setting up a new Greenfield Airport at Purulia in West Bengal in the near future.

SHRI PRAFUL PATEL: Sir, this proposal for setting up a Greenfield Airport at Purulia has not been given to the Ministry of Civil Aviation and the Government of India. If the hon. Member is keen and the West Bengal Government is equally keen, they approach the Government of India for the same. We will examine it and then we will get back to them. As of now, we have no such proposal with us.

SHRI NARHARI MAHATO : When will the Airport at Cooch Behar be operationalized?

SHRI PRAFUL PATEL: The Airport at Cooch Behar is ready for operation. I think that in a month's time, the commercial operations initially by a private carrier and then maybe even by the public carrier may commence. Within a month, I would expect that the commercial operations would begin.[r6]

SHRI BASU DEB ACHARIA : There is an abandoned airstrip near Purulia town. The Government of West Bengal has recommended construction of airstrips not only at Purulia but also near Durgapur and Malda. May I know from the Minister whether the Government of India has received a proposal from the Government of West Bengal in regard to starting of new greenfield airports at three or four sites and whether the Government consider and make investments for their operationalisation?

SHRI PRAFUL PATEL: We would be happy to examine any proposal, as I said earlier. As far as new greenfield airports are concerned, it is a policy of the Government of India that we do encourage new greenfield airports usually through the public-private partnership route. The West Bengal Government has also in the past mooted that a new greenfield airport should in future be made even in Kolkata. As far as Durgapur, Asansol and all this area is concerned, there is a proposal which is being examined at the moment by the Ministry. Again, for setting up new airports, new greenfield facilities, the Government of India would be very happy because infrastructure is the key to the growth of aviation industry in the future.

SHRI BASU DEB ACHARIA : Infrastructure already exists.

MR. SPEAKER: No further questions. It is the most popular Ministry and every hon. Member has a question to ask.

SHRI PRAFUL PATEL: The asset must be owned by the Government of India. If it is not, then the proposal will have to come from the State Government; and then we will examine it and support that project for a public-private partnership route.

SHRI VIJAY BAHUGUNA : Sir, I would like to draw the attention of the hon. Minister to the fact that there is a tremendous potential of tourism in Uttarakhand State. There are four airfields and three of them are lying idle with no work. The fourth one is the airfield at Dehradun. I would like to know as to why there is so much of delay in the construction of the fourth airfield of Dehradun. Whether it is the airfield of Gauchar, Chinyalisaun, or Nainital, all the airfields are lying idle which is affecting the tourism of the State.

SHRI PRAFUL PATEL: As far as the airfield at Dehradun, which is the major airfield for the State of Uttarakhand, is

concerned there is no delay. The entire airfield is being redone because the facility that existed in the past was either not of good quality or the expansion was not possible on that facility. So, we have started the work to redo the entire airfield to also handle operations by larger aircraft. I would say that a substantial amount of money has also been earmarked. I can give the details. As for the other airfields in the State, Pantnagar is also now ready for operation. I probably do not have the details now with regard to the other airfields which the hon. Member has mentioned. I do not also think that they are owned by the Airports Authority of India; they may be owned by the State Government. So, you may please approach them for the other airfields which do not belong to the Government of India.

श्री हरिन पाठक : अध्यक्ष महोदय, मैं माननीय मंत्री जी को जानता हूं, क्योंकि नागर विमानन मंत्रालय में पिछले 8 साल से जो प्रगति हो रही है, उसमें उनका काफी योगदान रहा है। बाकी एन.डी.ए. सरकार के दौरान भी, श्री अनंत कुमार जी के समय में भी, काफी प्रगति हुई है। जो सौ प्रतिशत ग्रीन फील्ड एयरपोर्ट की बात आप कर रहे हैं, देश में जो स्थिति आज बनी हुई है, आने वाले समय में, जिस तरह से आजकल प्रवासी विमानों में प्रवास करने में ज्यादा कम्पीटीशन हो गया है, ऐसी स्थिति में जो वर्तमान हवाईअड्डे हैं, जिनका सरकार ने आधुनिकीकरण शुरु कर दिया है, जैसे कोलकाता, अहमदाबाद, मुम्बई, दिल्ली है, मैं जानना चाहता हूं कि क्या राज्य सरकारों की ओर से, विशेषकर गुजरात, महाराष्ट्र और हिमाचल प्रदेश सरकार की ओर से, सरकार जिन वर्तमान हवाईअड्डों का आधुनिकीकरण इंटरनेशनल स्टैंडर्ड के हिसाब से कर रही है, ऐसे ग्रीन फील्ड एयरपोर्ट बनाने के लिए क्या आपके पास कोई प्रस्ताव आया है? अगर आया है तो कब तक उन्हें सरकार मान्यता देगी?

श्री प्रफुल पटेल : अध्यक्ष महोदय, मैं हरिन जी को यही कहना चाहूंगा कि जहां तक वर्तमान हवाईअड्डों का संबंध है, उनका आधुनिकीकरण तो हो रहा है, लेकिन जहां तक ग्रीन फील्ड एयरपोर्ट्स का सवाल आता है, यह भी बात सच है कि ग्रीन फील्ड एयरपोर्ट्स के जो प्रस्ताव हमारे पास अभी तक आए हैं और जिनको मान्यता दी है, उनमें मोपा और नवी मुम्बई शामिल है। इन दो हवाईअड्डों का प्रस्ताव हमारे पास है।

अध्यक्ष महोदय, केरल सरकार चाहती है कि उनके यहां कुन्नूर हवाई अड्डे का डेवलेपमेंट हो लेकिन उनकी तरफ से कार्यवाही पूरी नहीं हुई है। इस संबंध में जैसा भी होगा, उसे मान्यता देने की इच्छा केन्द्र सरकार की भी है। जहां तक माननीय सदस्य ने गुजरात और अन्य राज्यों में ग्रीनफील्ड एअरपोर्ट्स के बारे में प्रश्न किया है, मैं उन्हें बताना चाहूंगा कि संबंधित राज्य सरकारों से ऐसा कोई प्रोपोज़ल अभी नहीं आया है जिसमें वे कहें कि हम ग्रीनफील्ड अड्डे का डेवलेपमेंट करना चाहते हैं।

SHRI A. KRISHNASWAMY : Under the dynamic leadership of our hon. Minister, the Ministry of Civil Aviation has shown a lot of improvement through its joint ventures and modernization programme. A lot of development is taking place in the aviation sector in this country. Through the development of Greenfield airports and through joint ventures, the Ministry is developing airports. I would like to know from the hon. Minister this. Would the Ministry undertake the work of construction of Greenfield airports through Airports Authority of India? If it the work is given to the joint venture, will it affect the Airports Authority of India financially? ...(*Interruptions*)

MR. SPEAKER: He is a very popular Minister. I had once allowed a full discussion on this.

SHRI PRAFUL PATEL: You have allowed it twice. We have had a very extensive discussion on this.

MR. SPEAKER: But it seems that you were not able to satisfy them.

SHRI PRAFUL PATEL: The policy is very clear. I have been stating it in the past and I repeat it today that the Greenfield Airport Development Programme is not necessarily to be done only by the Airports Authority of India. It could be 100 per cent even in the private sector; it could be promoted by the State Government; and it could be even promoted by the Central Government also. There is no bar on that. Airports Authority of India has almost 125 airports under its fold. We need to develop those airports and the new airports can be left either to the State Government or to the Public-Private Partnership mode.

Even in the airports, namely, Navi Mumbai or Goa, which we have proposed, the AAI has a stake in it. In the development of new airports at Hyderabad and Bangalore, both the AAI and the State Government are stakeholders. Of course, minority stakeholders. It is a programme which I am sure over a period of years, the States would realise that the potential of aviation can only be realised by creating more infrastructure and no better way than to go Greenfield route and in the Public-Private Partnership mode.

श्री रघुनाथ झा : अध्यक्ष महोदय, बिहार राज्य में मुज़फ्फरपुर उत्तर बिहार का एक प्रमुख स्थान है जहां एअरपोर्ट अथॉरिटी का हवाई अड्डा पहले ही से है। पहले वहां हवाई जहाज आते-जाते थे, लेकिन आजकल बिलकुल बंद है। उसी तरह से रक्सौल और हथुआ में द्वितीय विश्व युद्ध के समय हवाई अड्डे बने थे। इन जगहों की जमीन बेदखल हो रही है और आवंटन की स्थिति में हैं। मैं माननीय मंत्री जी से जानना चाहता हू कि मुज़फ्फरपुर, रक्सौल तथा हथुआ, जो तीनों नेपाल की सीमा पर हैं और सामरिक दृष्टि से महत्वपूर्ण हैं, क्या सरकार इन्हें लेने का विचार रखती है?

SHRI PRAFUL PATEL: I do not have any immediate information. All airports which the hon. Member referred to may not necessarily be the airports of the AAI. Therefore, offhand, I will not be able to give a categorical reply because I do not have information. But I would assure him that I would sent all the relevant information to him.

MR. SPEAKER: Q. 247 – Shri Tufani Saroj – not present.

Q. 248 –Shri Naveen Jindal – not present.

Q. 249 – Dr. Satyanarayan Jatiya – not present.

Q. 250- Shri Rewati Raman Singh.

(Q. No. 250)

श्री रेवती रमन सिंह : माननीय अध्यक्ष जी, माननीय मंत्री जी के पूर्ववर्ती मंत्री ने इसी सदन में बयान दिया था कि ईरान से हमारी बातचीत शुरू हो गई है और पूरी उम्मीद है कि अगले साल तक इस पाइपलाइन पर काम शुरू हो जाएगा। मंत्री जी ने अब जो जवाब दिया है, उससे लगता है कि कोई बातचीत नहीं है और जो न्यूक्लियर डील हम अमेरिका के साथ कर रहे हैं, उसकी वजह से लगता है कि ईरान नाराज़ होकर हमें गैस नहीं देना चाहता।

अध्यक्ष महोदय : आपने मूल प्रश्न प्राइस रिवीज़न के बारे में पूछा है।

श्री रेवती रमन सिंह : हाँ मान्यवर, लेकिन गैस होगी तभी तो!

SHRI MURLI DEORA: This has no relevance to the LNG contract. We are talking about the pipeline contract. Pipeline is a different issue. Just to tell you, there is a contract between Indian PSUs and an Iranian Company to supply 5 MMT per year for 25 years. We are trying our best to request Iran to see that this order is completed.

MR. SPEAKER: He has said that there is no price revision.

श्री रेवती रमन सिंह : मान्यवर, मैं माननीय मंत्री जी से इसी से जुड़ा हुआ एक सवाल पूछना चाहता हूँ। प्राइस राइज़ नहीं होगा, ठीक है, मान लिया, लेकिन क्या माननीय मंत्री जी यह बताएंगे कि गैस लाइन ईरान से भारत आएगी, वाया पाकिस्तान, या नहीं?

श्री मुरली देवरा : इस प्रश्न के संबंध में मैं इस समय कुछ नहीं कह सकता, लेकिन हम इसकी पूरी कोशिश कर रहे हैं।

MD. SALIM : Of late, there is much talk about the energy security.

MR. SPEAKER: Please stick to only price revision.

MD. SALIM : Yes, Sir, this is a part of our important source of energy. Economy is related to the availability as well as future guarantee. Recently, the Minister has visited Iran and there is, of late, talk about the price revision, the competitiveness of the pipeline, the involvement of the two Governments and how we bring this because price is not stand alone per unit cost as transportation cost is also included. So, may I ask the hon. Minister, through you, as to what transpired between the two Governments, Iran and India, and where does this entire project stand?

SHRI MURLI DEORA: We have discussed this several times with the Government of Iran. I have myself met the President and the Iranian Oil Minister. The Iranian Oil Minister and his Deputy came and visited India twice. Our Prime Minister, Dr. Manmohan Singh himself met the President there. These are all under consideration and we cannot reply it today.

(Q. No. 251)

श्री जीवाभाई ए. पटेल : माननीय अध्यक्ष जी, सरकारी तेल एवं गैस कंपनियां जिन क्षेत्रों में काम करती हैं, वहां के लोगों को कई कठिनाइयों का सामना करना पड़ता है। उन क्षेत्रों में सड़कें खराब हो जाती हैं, खेत खराब हो जाते हैं, पेयजल प्रदूषित हो जाता है। इसके लिए इन कंपनियों द्वारा जनहित एवं कल्याण के लिए काम किये जाते हैं। मैं माननीय मंत्री जी से पूछना चाहता हूँ कि जन कल्याण के काम करने के पीछे क्या उद्देश्य है एवं इन उद्देश्यों को क्या मेरे मेहसाणा जिले में पूरा किया जा रहा है? इस पर सरकार की क्या प्रतिक्रिया है?

अध्यक्ष महोदय : क्या बात है, हमें समझ में नहीं आया। You might have understood it because it is related to Gujarat.

श्री दिनशा पटेल : गुजराती में पूछें, तो भी कोई हर्ज़ नहीं है।

अध्यक्ष महोदय : गुजराती में नहीं, प्रश्न गुजरात के बारे में है। हम कुछ ठीक से नहीं समझे।

श्री दिनशा पटेल : महोदय, जहां से आइल निकलता है, जहां कुएं बनाए गए हैं, उसी एरिया में गांवों के डैवलपमैंट के लिए हरेक कंपनी पैसा लगाती है और गांवों में

पीने का पानी, चिकित्सा सुविधाएं, स्कूल, कंप्यूटर्स आदि सुविधाएं उपलब्ध कराती हैं। इसके अलावा जो आदिवासी क्षेत्र हैं, उनमें भी हैल्थ के लिए ये कंपनियां पैसा देती हैं। स्टेट गवर्नमैंट को जो रॉयल्टी दी जाती है, उसमें से स्टेट गवर्नमैंट भी उस एरिया का डैवलपमैंट करने के लिए पैसा खर्च करती है।

श्री जीवाभाई ए. पटेल : माननीय अध्यक्ष महोदय, मेरा पूरक प्रश्न यह है कि मेहसाना जिले में विभिन्न कार्य स्थलों पर ओएनजीसी ने विगत तीन सालों के दौरान कितना खर्च किया है?[H8]

श्री दिनशा पटेल: इस समय मेरे पास हर गांव के आंकड़े नहीं हैं, मैं बाद में इन्हें भेज दूंगा।

SHRI KIREN RIJIJU : Sir, the hon. Minister has been kind enough to give policies for the North-Eastern region because in the NELP-VI, we could not get any kind of blocks for Arunachal Pradesh. But this time the hon. Minister has been kind enough and the social responsibilities of the corporate bodies are also being reflected in the Consultative Committee meetings. I have written several letters to the corporate bodies and the hon. Minister has also given assurance. But despite the assurance some of the companies, particularly, Bharat Petroleum, Hindustan Petroleum and ONGC are not really understanding the corporate responsibility. Here I must mention that I am thankful to Oil India and Indian Oil Corporation. As regards rest of the corporations, I want to know from the hon. Minister if he could give some kind of directives for them to take care of the social responsibilities which have been given to them.

श्री दिनशा पटेल: अध्यक्ष महोदय, मैंने पहले ही बताया कि कोई नवरत्न कम्पनी जिस ऐरिया में हैं, जहां ऑयल निकलता है, वहां गांव में डेवलपमेंट के लिए, पीने के पानी के लिए, स्कूल के लिए और सभी के लिए जो जरूरी सुविधाएं हैं, उनके लिए वहां पैसा दिया जाता है। माननीय सदस्य ने जो प्रश्न उठाया है, उसके बारे में मैं तलाश करूंगा और जो कुछ भी दिक्कत होगी, उसे मैं देखूंगा।...(व्यवधान)

SHRI GURUDAS DASGUPTA : Sir, my supplementary is on the specific question that they are spending money for the people's welfare in different States. It is all well known that they are spending money. There is nothing new in it. But will the Minister be kind enough to let us know the percentage of profit and percentage of revenue they spend for the social and public welfare and if it is on the rise or if it is on the decline for the last three years?

MR. SPEAKER: Do you have the figures?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): Sir, the figures which the hon. Member wants to know are not available with me right now. I will make these figures available to him later on...(*Interruptions*)

MR. SPEAKER: How can he immediately give particulars regarding some percentage? You want to know the percentage of amount spent *vis-a-vis* the profit.

SHRI GURUDAS DASGUPTA : Sir, I wanted to know either the percentage of profit or revenue whatever is available. The Minister must be aware of it...(*Interruptions*)

SHRI MURLI DEORA: Sir, I will make these figures available to him.

SHRI LAKSHMAN SETH : Sir, the refineries pollute environment and it is known to everyone. But I do not know whether the Government of India has made any policy in respect of protection of environment. For this purpose, I would like to know whether the public sector oil companies have adopted any policy for investment of money in public welfare so that the environment could be protected from pollution as also the people.

MR. SPEAKER: Does it include the pollution?

श्री दिनशा पटेल: अभी माननीय सदस्य ने पर्यावरण के बारे में बात की है। रिफायनरीज़ पर्यावरण के बारे में भी सोचती हैं, जैसे बड़ौदरा में कोयली में रिफायनरी है। कोयली में करीब 12 लाख पेड़ लगाए गए हैं। रिफायनरी पर्यावरण के बारे में भी सोचती है। पर्यावरण संबंधी लोगों को कोई भी नुकसान न हो, सभी कम्पनियां पेड़ नहीं लगाती हैं लेकिन ज्यादातर पेड़ लगें, उसके बारे में भी सोचती हैं।

MR. SPEAKER: Q.252 – Dr. Dhirendra Agarwal – Not present.

Shri Iqbal Ahmed Saradgi – Not present.

Q.253 – Shri A. Sai Prathap[R9]

(Q. No. 253)

SHRI A. SAI PRATHAP : Sir, in our country the total number of railway bridges are 1,27,000. Out of this, 51,000 bridges have been identified as more than 100 years old. Presently the Railways have increased the carriage capacity and consequently the load on the old bridges has also increased. To meet the demands, the speed of the trains has also increased accordingly. The Ministry is making efforts to find suitable diagnostic techniques available world over for monitoring the health of the old bridges. If it is so, what techniques are being adopted? Can the Ministry assure that the life of the new bridges would get extended beyond a period of 100 years?

SHRI R. VELU: Sir, I agree with the concern of the hon. Minister for the old bridges...(*Interruptions*) I stand corrected, I agree with the concern of the hon. Member...(*Interruptions*)

MR. SPEAKER: Maybe, a Minister in the making!

SHRI R. VELU: Sir, I have already mentioned in the reply that the age is not the concern of the bridges. It is the physical condition with reference to usage. Every year we undertake annual inspection, not necessarily by lower level officers. If there is a distressed bridge we undertake inspection by senior level officers. In fact, the Special Fund Committee, namely, the Khanna Committee went into this question and has identified 262 bridges as distressed bridges which required rehabilitation. We have done that. The question here is whether we take into account some kind of a foreign technology etc. for rehabilitation, renewal or reconstruction of the bridges.

Consultants have been invited for this purpose. The research has been done on these bridges. We are doing it. Instrumentation is being done regularly for those bridges. One point has been raised about axel load being increased. We do take care to see that the bridges are kept in good condition. Before increasing the axel load we had taken every care to see that these bridges are strengthened; the tracks are upgraded and also the rolling stock is being upgraded. We take into account all the foreign technology available to see that these bridges are kept in good condition.

MR. SPEAKER: I hope, Indian technology also is being considered.

SHRI A. SAI PRATHAP : Sir, generally the engineering section fixes up the life of a bridge. My intention of asking this question was to how best undue incidents could be avoided and confidence could be created in the public.

Sir, my second supplementary is this. There are 13,000 bridges under the South Central Railway. Out of this, 4700 bridges are over 100 years old. How much of the Railway Safety Fund has been allotted for the re-construction of these bridges? What is the status of the fund allotted? How many bridges have so far been completed and how many are under construction?

SHRI R. VELU: It is not the question of the State of Andhra Pradesh alone. The State is served by four other Railway segments. Other Railway segments like the east coast and such other also cover the State. The question here is, how much of the SRSF has been spent. When the SRSF was constituted, we identified about 2370 bridges involving an outlay of Rs. 1530 crore. The entire amount has now been spent and we have overshot the amount and spent about Rs. 1582 crore. We have now rehabilitated about 2277 bridges. Besides that, through our internal generation of funds, namely, the DRF we have now rehabilitated about 6,730 bridges involving a sum of Rs. 832 crore. The hon. Member asked as to how much fund has been allocated for the State of Andhra Pradesh for this purpose. This year a sum of Rs. 101.3431 crore has been allocated for rehabilitation of the bridges for Andhra Pradesh, putting together the other four Railway segments. [R10]

श्री राजनारायन बुधौलिया : अध्यक्ष महोदय, माननीय मंत्री जी ने अपने उत्तर में कहा है कि रेलवे पुलों का पुनर्निर्माण उनकी आयु पर नहीं, बल्कि उनकी भौतिक स्थितियों पर आधारित होता है। मैं जानना चाहता हूं कि वे कौन सी स्थितियां हैं, जब रेलवे पुल का निर्माण होना चाहिए? क्या नये पुल का निर्माण तभी होगा, जब कोई दुर्घटना घटित हो जाएगी? मैं यह चाहता हूं कि रेल पुल की आयु सीमा अवश्य निर्धारित होनी चाहिए। मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहता हूं कि आंध्र प्रदेश के अलावा उत्तर प्रदेश के जीर्ण-शीर्ण पुलों के निर्माण के संबंध में क्या कोई नीति का आकलन किया गया है?

SHRI R. VELU: We do not go by State-wise allotment of funds. As I have mentioned earlier, we go into the physical condition of the bridges. We do not wait for the distressed bridges to collapse. I have already mentioned that the number of identified distressed bridges is 262. We have either rehabilitated or reconstructed those bridges on a priority basis. We also join your concern and would like to say that we will not run a train on a bridge when it is found to be distressed or in a repairable condition. If a bridge is found to be in such a condition, then we also put speed restrictions till it is reconstructed. I would like to assure the hon. Member that the Indian Railways will take care of such things because this is a safety item. We will not do anything that would go against the interest of the traveling public or the freight.

MR. SPEAKER: Shri Virendra Kumar. Please be brief. My attempt is to cover as many Questions as possible. This is the sixth Question.

श्री वीरेन्द्र कुमार : अध्यक्ष महोदय, मध्य प्रदेश में ऐसे कितने पुलों को चिन्हित किया गया है, जिनकी तुरन्त मरम्मत की आवश्यकता है? पश्चिमी मध्य रेलवे के बीना-कटनी प्रखण्ड की जो लाइन है, इस पर दमोह से आगे के अनेक पुल बहुत पुराने हैं। ये आजादी से भी पहले के बने हैं। दो वर्ष पूर्व एक पुल क्षतिग्रस्त हो गया था। उसकी मरम्मत के कारण वहां रेल आवागमन ढाई-तीन महीने तक बाधित रहा था। मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहता हूं कि बीना-कटनी रेल लाइन के मध्य जितने पुल हैं, क्या उनकी मरम्मत के लिए कोई कार्ययोजना बनाई जा रही है?

MR. SPEAKER: Do you have the information?

SHRI R. VELU: Sir, right now I do not have the information. I will supply the information to the hon. Member.

अध्यक्ष महोदय : श्री राम कृपाल यादव।

जब आपको बोलने के बुलाएं, तभी आप बोलेंगे, उससे पहले नहीं बोलेंगे।

श्री राम कृपाल यादव : हम तो आपके आज्ञाकारी हैं।

अध्यक्ष महोदय : ठीक है, आप बहुत आज्ञाकारी हैं, प्रश्न पूछिए।

श्री राम कृपाल यादव : मैं आपकी अनुमति के बिना कैसे प्रश्न पूछ सकता हूं?

अध्यक्ष महोदय : मैंने आपको प्रश्न पूछने की अनुमति दी है।

श्री राम कृपाल यादव : अध्यक्ष महोदय, माननीय मंत्री जी ने देश भर में रेलवे पुलों की खराब स्थिति एवं उनके लिए क्या उपाय किए जा रहे हैं, इस बारे में बताया है। मैं आपके माध्यम से मंत्री जी से स्पैसिफिकली जानना चाहता हूं कि बिहार में कई ऐसे पुल हैं, जिनकी स्थिति खराब हो गई है, हाल ही में भागलपुर में एक पुल गिर भी गया था। मैं जानना चाहता हूं कि बिहार में ऐसे कितने पुल हैं, जिनकी स्थिति जर्जर है, जो सौ वर्ष से अधिक पुराने हैं और किन-किन पुलों को चिन्हित करके आपने राशि आवंटित की है, ताकि उनकी मरम्मत की जा सके?

SHRI R. VELU: Sir, this is a State specific question. I have to cull out the information and furnish it to the hon. Member. As I have said earlier that we are undertaking annual inspection. If necessary, a three level inspection is carried out. Our hon. Minister, Shri Lalu ji comes from that State and he would not hesitate to allot sufficient funds if anything gets damaged.

MR. SPEAKER: This should also be for West Bengal.

SHRI R. VELU: Sir, that also will be done.

(Q. No. 254)

श्री काशीराम राणा : अध्यक्ष महोदय, यहां दिए गए जवाब में बताया गया है कि 11500 करोड़ रूपये की लागत से 55 ऑनगोइंग गेज कनवर्जन प्रोजेक्ट को अपनाया गया है। मैं माननीय मंत्री जी से जानना चाहता हूं कि इन 55 ऑनगोइंग गेज कनवर्जन प्रोजेक्ट को कितने वर्षों में आप पूरा कर पाएंगे? इनको जल्दी पूरा करने के लिए क्या पब्लिक या प्राइवेट पारटीसिपेशन या किसी और तरीके से फण्ड रेजिंग पर विचार रेल मंत्रालय ने किया है?

अध्यक्ष महोदय : कब होगा और कैसे होगा[r11]?

SHRI R. VELU: Sir, gauge conversion is a unigauge policy announced way back on 1.4. 1992 saying that we have to put the Indian Railways on the unigauge mode. Accordingly, the Railways identified about 27,349 kilometres of metre gauge lines. We have so far converted about 13,289 kilometres leaving a balance of 13,399 kilometres. In the last budget, the hon. Minister has announced that a majority of metre gauge lines will be converted during the Eleventh Plan Period. Accordingly, we have planned for about 1800 kilometres of conversion.

Now the question is about the time to be taken for it. In fact, we are trying to achieve at least majority, if not cent per cent, by the end of the Eleventh Plan Period.

The other question is whether we are going on the PPP route or not. We are not concentrating on the PPP project.

श्री काशीराम राणा : अध्यक्ष महोदय, देश में मीटर गेज और नैरोगेज लाइंस सबसे ज्यादा, करीब 2200 किलोमीटर गुजरात में हैं। मैं माननीय मंत्री जी से पूछना चाहता हूं कि जहां आपने 11वीं पंचवर्षीय योजना में 7500 किलोमीटर ब्रोडगेज लाइन बनाने की बात कही है, उसमें से गुजरात में कितने किलोमीटर लाइन बननी

है, क्योंकि गुजरात में सबसे ज्यादा मीटरगेज और नैरोगेज लाइनें हैं। गुजरात में कितनी रेल लाइंस का कंवर्जन ब्रोडगेज में होगा?

अध्यक्ष महोदय : आप बाद में इनको चिट्ठी लिखकर भेज दीजिएगा।

SHRI R. VELU: Sir, I will give him the details but, I think, seven projects are now under gauge conversion. Regarding the balance, as I mentioned, we will try to help you to see that the metre gauge lines are converted. About the narrow gauge, we have not yet taken a decision. As far as metre gauge is concerned, we will try to see that the majority of them will get converted.

SHRI KASHIRAM RANA : How much time will it take?

SHRI R. VELU: I will furnish you the details.

SHRI K.S. RAO : Sir, I am happy that the Government of India has taken a decision to have a uniform gauge in the entire country and that would bring a lot of economy in the transport of both cargo and manpower. The hon. Minister has said that, out of about 27,000 kilometres, they have completed only about 13,000 kilometres so far since 1992 and they are doing only 1800 kilometres this year.

In this background, I wish to know from the hon. Minister whether, due to lack of funds, they will consider in terms of getting things done under BOT through private investment.

MR. SPEAKER: These are suggestions for action.

SHRI K.S. RAO : Sir, it is very easy to get it done through BOT.

SHRI R. VELU: We had an experiment of that sort in Mehsana area as regards BOT but then, at present, we are not contemplating on that. We will get the hon. Member's suggestion examined.

SHRI ALAKESH DAS : Sir, in the budget of 2007-08, the Minister talked about conversion of metre gauge to broad gauge but there is no hope about conversion of narrow gauge to broad gauge. I am speaking about lines which are more than 100 years old. I am referring to Shantipur to Nabadwip line. I want to know whether there is any planning of the Railways about the gauge conversion of the section from Shantipur via Krishnagar to Nabadwip. I am talking about conversion of narrow gauge to broad gauge.

SHRI R. VELU: As I mentioned earlier, the balance of about 2000 kilometres of narrow gauge are not taken up on priority because most of the lines do not have sufficient traffic. Secondly, we have to examine whether conversion will add to the traffic. It is a policy decision which we have to take on the narrow gauge.

SHRI SALEEM SHERVANI : In 1996, the metre gauge line from Kasganj to Badaun was taken up for conversion into broad gauge. It is now more than 11 years but the project is not yet complete. I would like to know, through you, from the hon. Minister about target date and when do they hope to complete the [MSOffice12]whole project...(*Interruptions*)

12.00 hrs.

[a13]MR. SPEAKER: How is it possible to give information about the individual project?

SHRI R. VELU: In all these gauge conversions, we do not give a date for completion because there is a constraint of

resources. That is why, it is not possible.

MR. SPEAKER: Shri Varkala Radhakrishnan. There will be no more opportunity for you today.

SHRI VARKALA RADHAKRISHNAN : Doubling of Mangalore-Shornur line is going on for a long time. Kottayam-Ernakulam-Kayamkulam line is also still pending. So how many decades will you take for its completion? It is because it was started in the Tenth Plan. Will it be continued in the Eleventh Plan also? Hence, I am putting this question to the hon. Minister. ...(*Interruptions*)

MR. SPEAKER: This is a problem regarding the information about the individual project.

...(*Interruptions*)

MR. SPEAKER: Mr. Minister, for your safety, you please call him to your office.

...(*Interruptions*)

SHRI VARKALA RADHAKRISHNAN (CHIRAYINKIL): In the Tenth Plan it was not completed and it is continued in the Eleventh Plan also. That is why I am asking how many decades will you take for its completion?

MR. SPEAKER: Question Hour is over. Mr. Minister, you need not reply.

12.00Â½ hrs.